



SOUTH LENCHES NEIGHBOURHOOD PLAN HOUSING SURVEY 2021

FINAL REPORT

**Prepared by:
Performance, Consultation & Insight Unit
Stratford-on-Avon District Council
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1.0 Introduction

The South Lenches Neighbourhood Plan (“the Plan”) is a planning document which, when completed and adopted, will form part of planning policy at Wychavon District Council, and will help shape future development across our villages. The Plan is making progress towards examination by Wychavon District Council during the latter half of 2021.

In 2016, The South Lenches Parish conducted a full Neighbourhood Survey and to strengthen the case for adoption of the Plan, this survey has been designed to obtain residents views primarily on housing within the Parish.

A separate Housing Needs Survey was conducted in 2017 by WRCC (Warwickshire Rural Community Council) on behalf of the Parish Council and after consultation with WRCC, this survey was deemed to have a shelf life of five years, so there was no need to repeat at this time.

2.0 Methodology

The survey ran from Saturday 29 May to Sunday 20 June 2021. All households in South Lenches Parish were hand delivered a questionnaire by one of a team of volunteers.

Each property was given a questionnaire with the ability to complete further copies via a link provided to an online version. Further paper questionnaires could be obtained from the parish clerk. A FREEPOST envelope was enclosed for the return of the questionnaires.

169 paper questionnaires were returned and 31 completed online giving a total of exactly 200 responses in the timescale allowed.

It was stressed that all the information provided would be processed by an independent third party, Stratford-on-Avon District Council (SDC), who aggregated and analysed the responses to create this final report. All responses were guaranteed to be anonymous and not identifiable to any individual.

SDC undertake these types of surveys for parishes inside and outside of their council area.

The report follows the order of the questionnaire. Charts and tables are used throughout the report to assist the interpretation of the results. In some cases, anomalies appear due to “rounding”. The term “base” in the tables and charts refer to the number of responses to a particular question.

3.0 Summary of Results

Housing

- For the suitability of potential different sized developments in South Lenches, 44% felt that individual plots would be very suitable, with a further 35% feeling they would be fairly suitable. 38% of residents answered very or fairly suitable in terms of several small developments that were fewer than 10 houses in number. 86% of residents were not in favour of one medium development of 10 to 25 houses and 77% were not in favour of a mixture of small and medium developments.
- Looking at the importance of different property types in new developments, for two and three bedroomed properties, plus bungalows the results were extremely close with 68% saying three bedroomed houses and bungalows were very or quite important, with 67% saying the same for two-bed. 54% felt that affordable homes were not very important in the parish and 69% responding in the same way in respect of one-bedroomed properties.
- To have a clear and distinct separation between the villages in the South Lenches Parish, 75% felt it was very important, 14% quite important and 12% not important.
- 69% of residents would prefer infill development within the village boundaries, but not infill space between villages. 31% wish to see linear development along Low Road and Evesham Road, Church Lench and Leys Road, Atch Lench to Harvington.
- 66% of residents felt it very or quite important to provide housing for people with local connections. 58% felt it very or quite important to provide housing designed for people with reduced mobility, 55% felt the same way for properties aimed at young families and 54% for supported accommodation.

- Looking at the importance given by residents to the type of ownership/tenure in new developments, the most importance was awarded to privately owned properties with 91% saying it was very or quite important. There was a near even split of very or quite important against not very important where residents would opt for a mixture of some or all of the above. 58% felt it was not very important in new developments to have rented properties or those in shared ownership.
- 34% of residents strongly agreed or agreed with the statement allowing the demolition or conversion of an existing single building to deliver two or more dwellings, with 40% disagreeing.
- To preserve the rural and historic character of South Lenches, six in ten respondents wished to see stronger management of the Conservation Area and have materials used in keeping with the village. Exactly four in ten wished to see the height of housing kept low. One in five respondents wanted a mix of building styles and just under one in ten wanted to see building gable end-on to create diversity in buildings
- Looking at various design and layout features in new housing developments, the top response referred to them being in keeping with the rural character and appearance of the area (85% very important), have adequate parking on the premises (83% very important) and reflect the current lower than average housing density (71% very important). There were two features that stood out as not very important to residents, having garden lengths of less than 10 metres (67% not very important) and having modern innovative structures (66% not very important)
- 88% of those responding felt it was very important to have a design for new buildings that respects the scale of the existing village. 74% felt it was very important to have adequate green space and gardens, with 67% responding the same way to the importance of high levels of energy conservation in new buildings. 18% felt it was not very important for the installation or provision for alternate energy sources.

Traffic

- In terms of traffic calming measures, 58% of residents wish to see 20mph speed limits, 54% speed limiting flashing signs, 27% chicanes and 8% said to do nothing.

4.0 Results in Details

4.1 Respondent Profile

Two questions were asked to obtain a limited profile of those responding.

Table 1:

Gender	Nos	%
Female	95	48
Male	96	49
Prefer not to say	5	3
Base: (All Respondents)	196	

47% of those completing a questionnaire were aged 65 or more.

Table 2:

South Lenches Neighbourhood Plan Housing Survey

2021

In which age group do you belong?	Nos	%
Up to 24 years old	6	3
25-34 years	8	4
35-44 years	14	7
45-54 years	33	17
55-64 years	43	22
65-74 years	45	23
75 years plus	48	24
Base: (All Respondents)	197	

4.2 Housing

The questionnaire focused primarily on local housing needs and concerned the type of houses residents wanted to encourage rather than the quantity.

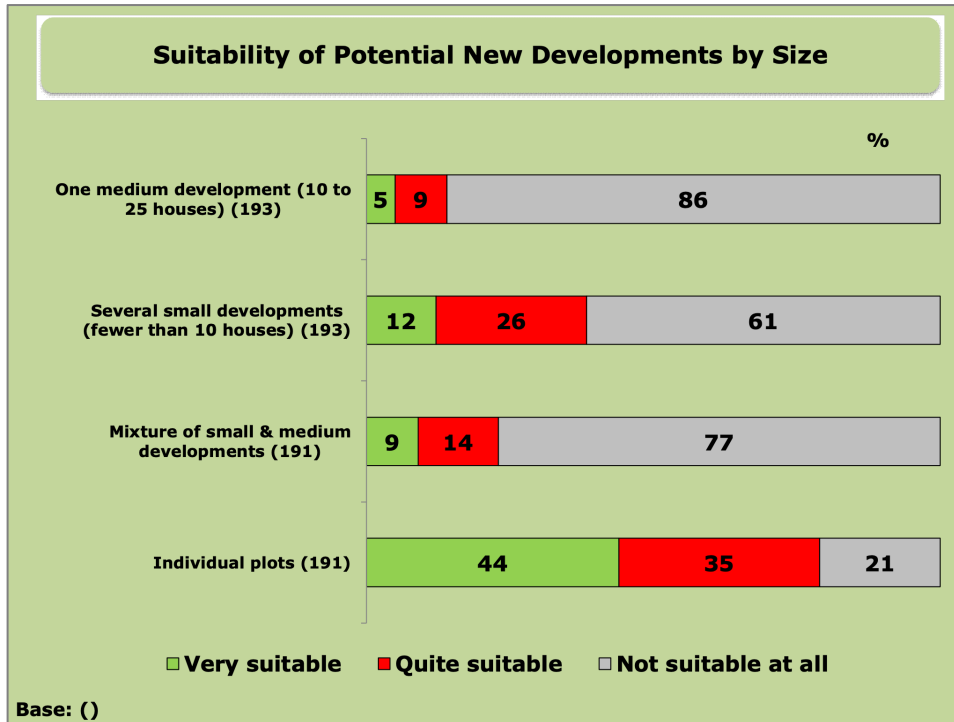
The questionnaire stated, *"The potential for new residential development in the South Lenches is very limited as we are surrounded by open countryside and lack availability of suitable sites. Within the context of the Wychavon District Council Local Plan, the only new housing development envisaged within the next 10 years is limited to one potential site in Church Lench (to the back of Low Road - see <https://www.swdevelopmentplan.org/swdp-review/swdp-review-preferred-options-consultation> for details) and possible infill between dwellings, typically on private garden sites."*

Wychavon District Council confirmed that as of December 2020, five households were on the housing waiting list requesting 1 or 2 bedroom dwellings, primarily bungalow style suitable for older people.

Residents were asked about the suitability of potential different sized developments in South Lenches parish (Chart 1). 44% felt that individual plots would be very suitable, with a further 35% feeling they would be fairly suitable. 38% of residents answered very or fairly suitable in terms of several small developments that were fewer than 10 houses in number.

86% of residents were not in favour of one medium development of 10 to 25 houses and 77% were not in favour of a mixture of small and medium developments.

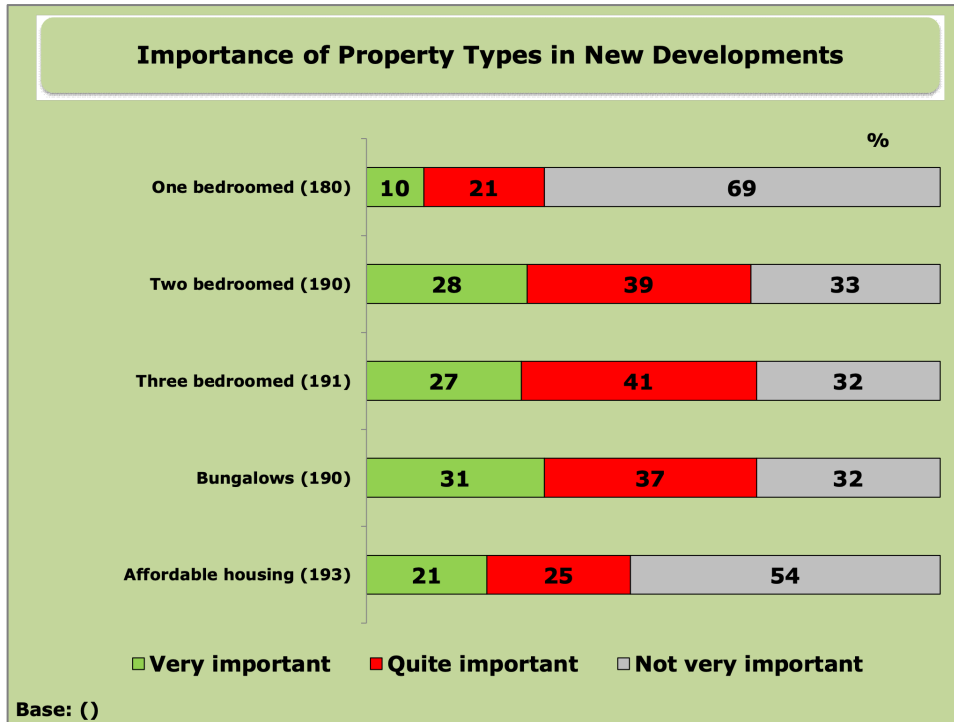
Chart 1:



Residents were asked how important different property types in new developments were to them (Chart 2). For two and three bedroomed properties, plus bungalows, the results were extremely close with 68% saying three bedroomed houses and bungalows were very or quite important, with 67% saying the same for two-bed.

Just over half (54%) felt that affordable homes were not very important in the parish and 69% responding in the same way in respect of one-bedroomed properties.

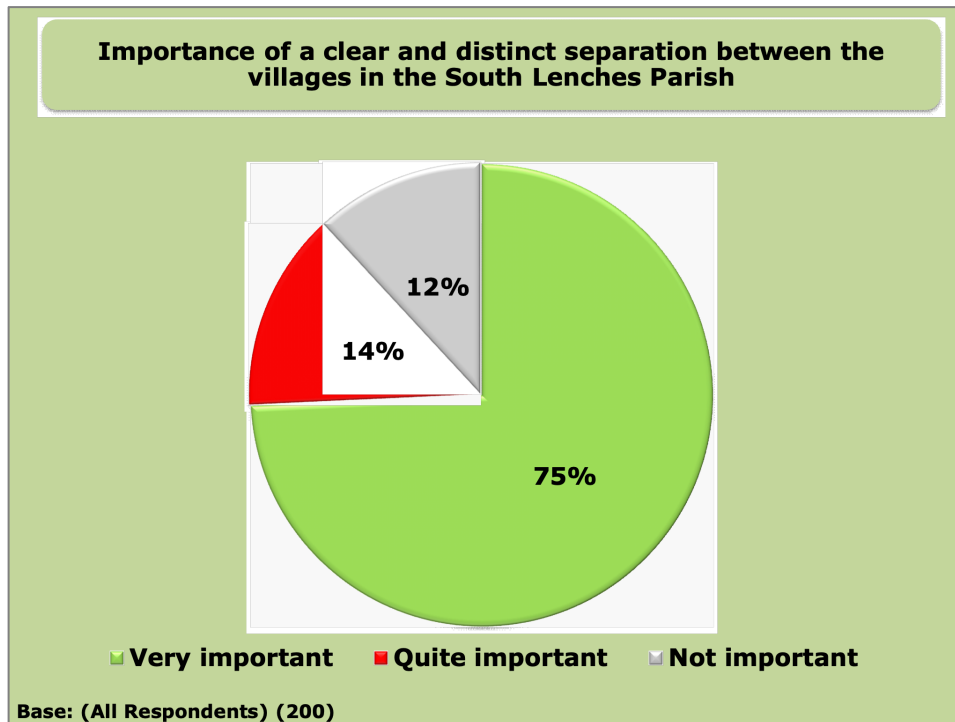
Chart 2:



**Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.*

Respondents were asked how important it was to have a clear and distinct separation between the villages in the South Lenches Parish (Chart 3). 75% felt it was very important, 14% quite important and 12% not important.

Chart 3:



69% of residents would prefer infill development within the village boundaries, but not infill space between villages. 31% wish to see linear development along Low Road and Evesham Road, Church Lench and Leys Road, Atch Lench to Harvington. See Table 3.

Table 3:

Would you prefer extending the development boundary along Low Road / Evesham Road, Church Lench and Leys Road, Atch Lench to Harvington or building more densely in the cores of the villages?	Nos	%
Linear development along Low Road and Evesham Road, Church Lench and Leys Road, Atch Lench to Harvington	55	31
Infill development within village boundaries but not infill space between villages	122	69

Base: (All Respondents)

(177)

Residents were asked to rate the importance of different type of housing provision (Table 4). 66% of residents felt it very or quite important to provide housing for people with local connections. 58% felt it very or quite important to provide housing designed for people with reduced mobility, 55% felt the same way for properties aimed at young families and 54% for supported accommodation.

Table 4:

In terms of desirability to be your neighbour what importance would you give to the provision of new housing for each of the following groups?	Very important %	Quite important %	Not very important %
Supported accommodation - typically for elderly disabled or vulnerable people which includes some form of support care	16	38	46
People with reduced mobility - typically includes wide doors, wheelchair ramps, high electric points etc.	13	45	42
Young families/starter homes - similar to affordable housing, starter homes are new build homes for first time buyers aged 23 to 40, and offered at a discount under a government led scheme.	24	31	45
*People with local connections - property only available to people with suitable local connections	28	38	35
Base: (All Respondents)	(196)		

* Local Authorities can assess if a person has a claim to property with a local connection if specific criteria is met:

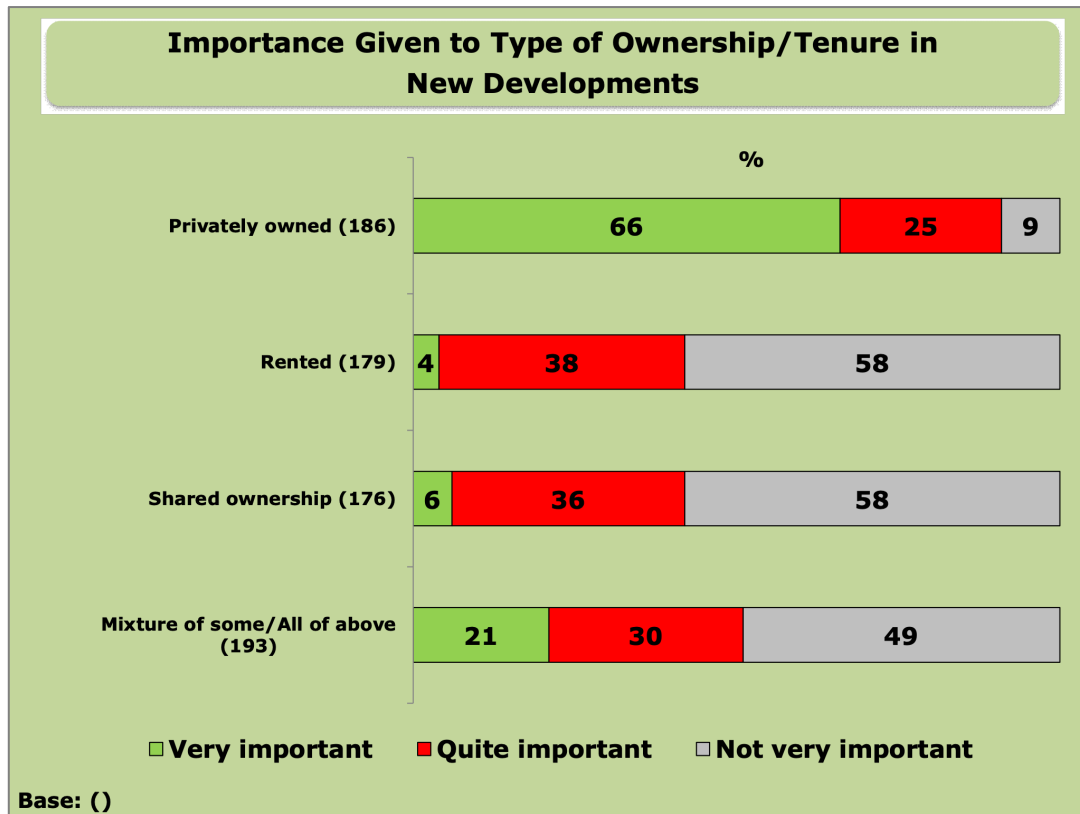
- (a) If they are, or were in the past, normally resident there, and that residence was of their own choice; or,
- (b) they are employed there; or,
- (c) they have family associations living there; or,
- (d) of any special circumstances.

The importance given by residents to the type of ownership/tenure in new developments in the parish was the next area to be looked at (Chart 4).

The most importance was awarded to privately owned properties, with 91% saying it was very or quite important. There was a near even split of very or quite important against not very important where residents would opt for a mixture of some or all of the above.

58% felt it was not very important in new developments to have rented properties or those in shared ownership.

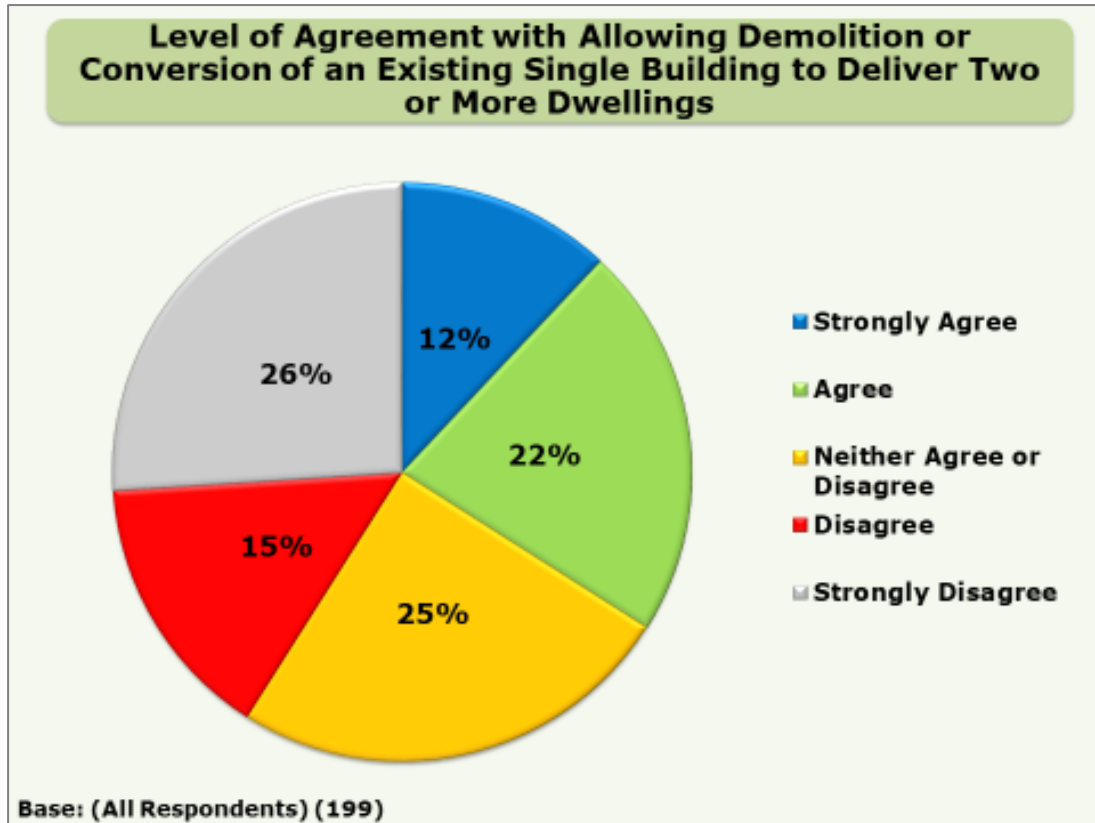
Chart 4:



**Shared ownership is usually offered by Housing Associations, you buy a share of your home (between 25% and 75%) and pay rent on the rest. The home may also be 'Affordable'.*

Residents were asked how much they agreed or disagreed with allowing the demolition or conversion of an existing single building to deliver two or more dwellings (Chart 5). Just over a third of residents (34%) strongly agreed or agreed with the statement, with exactly four in ten disagreeing. A quarter (26%) neither agreed nor disagreed.

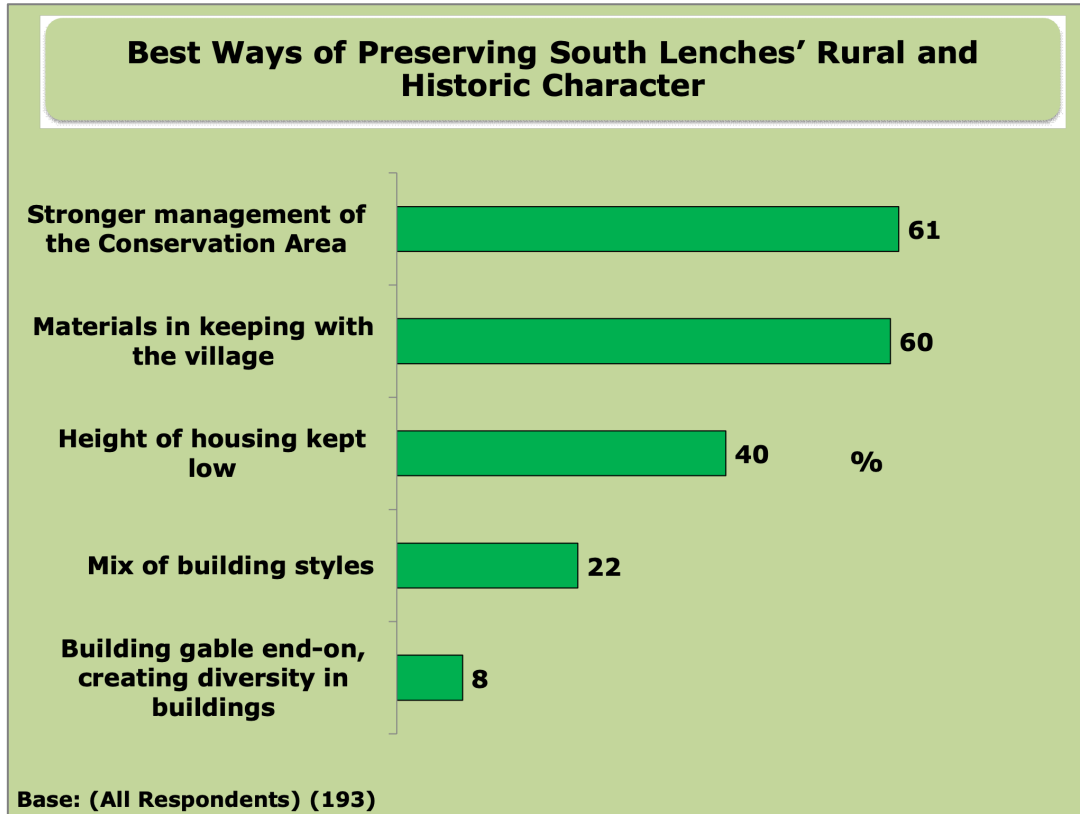
Chart 5:



Respondents were provided with a list of five ways that could be used to preserve the rural and historic character of South Lenches and asked to select two (Chart 6). Six in ten respondents wished to see stronger management of the Conservation Area and have materials used in keeping with the village.

Exactly four in ten wished to see the height of housing kept low. One in five respondents wanted a mix of building styles and just under one in ten wanted to see building gable end-on to create diversity in buildings

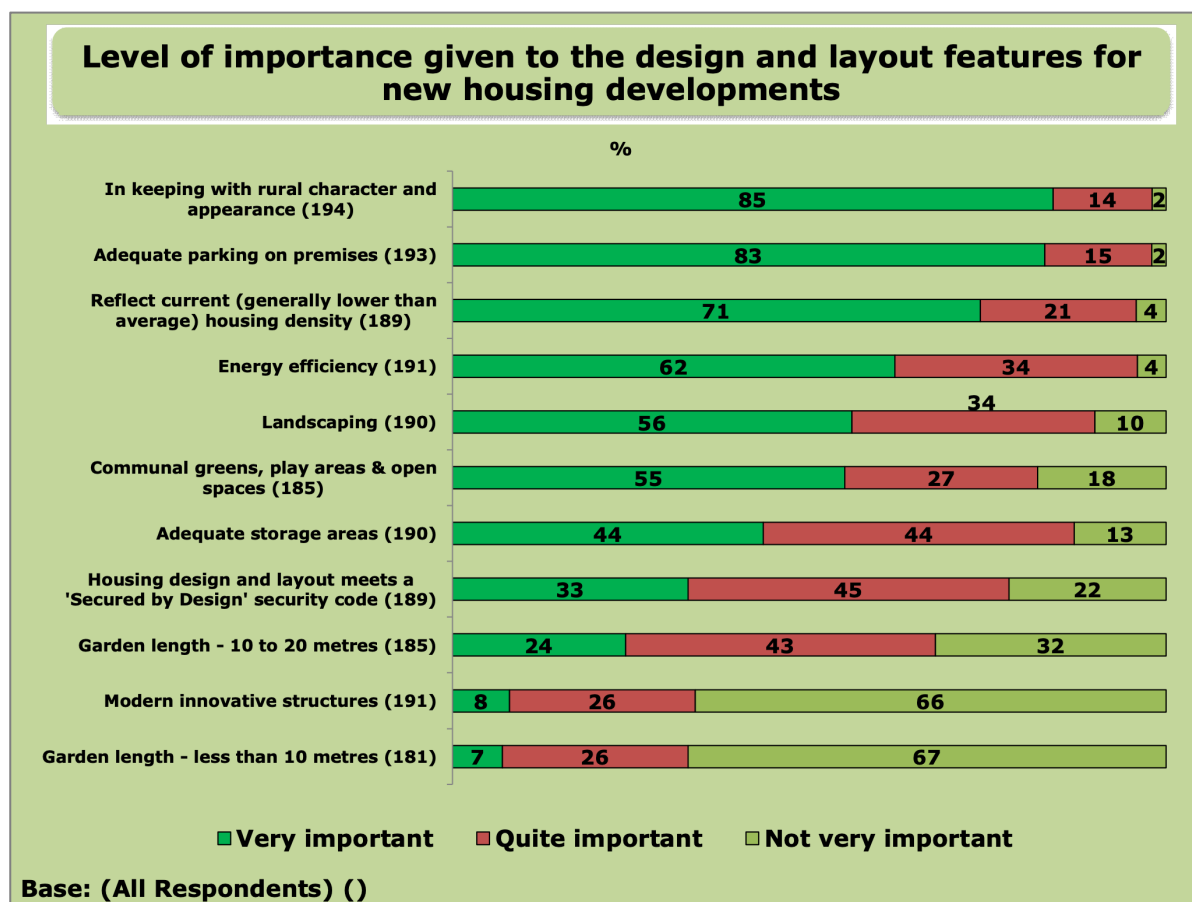
Chart 6:



Residents were asked to give their level of importance to various design and layout features. The top three for residents was that new housing developments should be in keeping with the rural character and appearance of the area (85% very important), have adequate parking on the premises (83% very important) and reflect the current lower than average housing density (71% very important).

There were two features that stood out as not very important to residents, having garden lengths of less than 10 metres (67% not very important) and having modern innovative structures (66% not very important)

Chart 7:



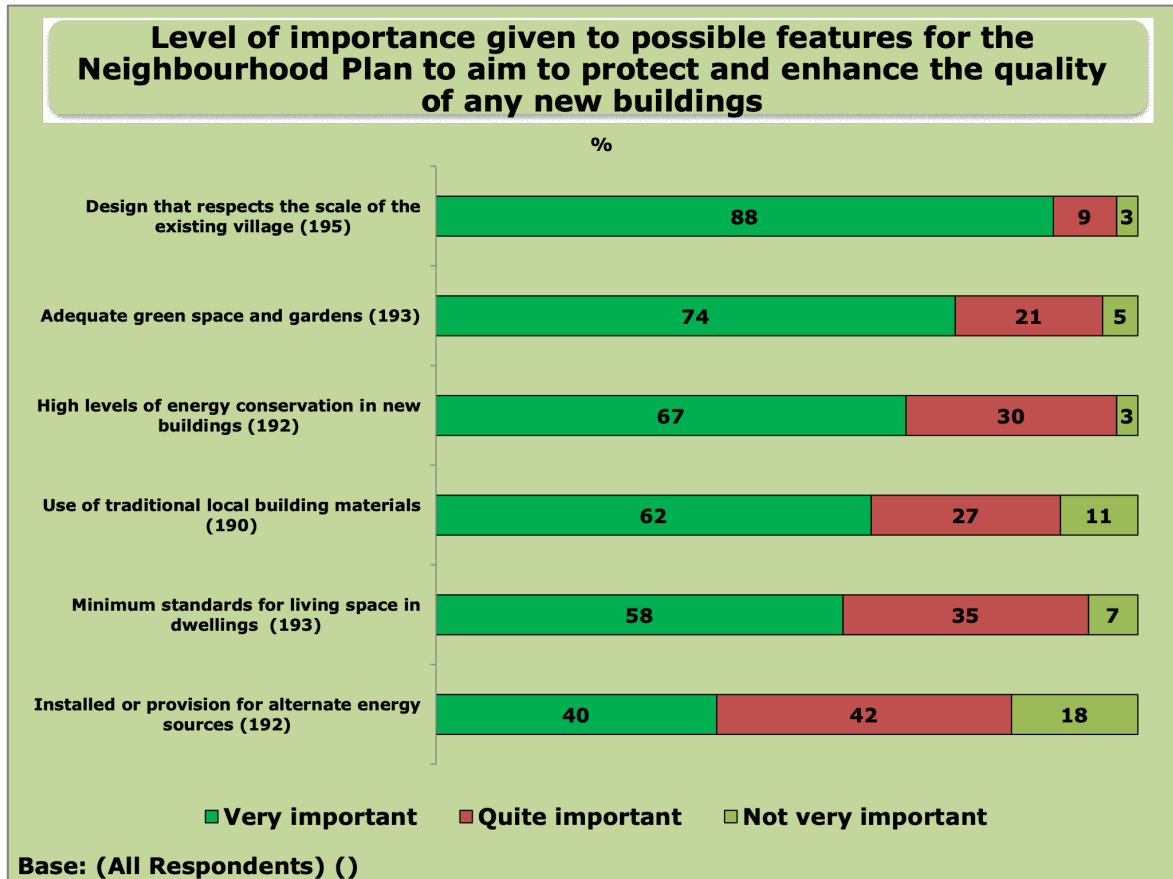
Residents were asked to give their level of importance to possible features to protect and enhance the quality of any new buildings (Chart 8).

88% of those responding felt it was very important to have a design that respects the scale of the existing village. 74% felt it was very important to have adequate green

space and gardens, with 67% responding the same way to the importance of high levels of energy conservation in new buildings.

18% felt it was not very important for the installation or provision for alternate energy sources.

Chart 8:



4.3 Traffic

Speeding traffic on the rural roads has been an issue raised to the Parish Council over many years. A further question was asked to help identify specific actions that could be considered to take to Worcestershire County Council and the Highways Agency (Table 5).

In terms of traffic calming measures, 58% of residents wish to see 20mph speed limits, 54% speed limiting flashing signs, 27% chicanes and 8% said to do nothing. 66 comments were made against anything else and these are listed in full in Appendix A.

Table 5:

With regard to traffic calming measures, please tick those you would most like to see. More than one answer allowed.	Nos	%
20mph speed limits	115	58
Speed limiting flashing signs	108	54
Anything else	62	31
Chicanes	54	27
Do nothing	16	8
Base: (All Respondents)	(199)	

APPENDIX

LITERAL RESPONSES

APPENDIX A - With regard to traffic calming measures, please tick those you would most like to see. Anything Else. (66 responses)

20mph between villages
20mph limit in Main St and Evesham Road and part of Low Road then 30 mph on Low Road from the cottage (Pitts House) to present limit
30mph speed limit on the single track lanes between Ab Lench / Rous Lench and Church Lench
40mph limit from Handgate crossroads to Church Lench
40mph max on rural roads, 20mph in village
A small minority of drivers totally ignore the speed limit, so 20mph will also be ignored. Flashing signs are also a waste of money. It is no good relying on the police as this is also a waste of resource. Must be a physical deterrent as the only way
All 30mph signs should be reduced to 20mph. Drivers do not take any notice of 'slow' signs
Along Low Road have speed bumps, like that in Evesham heading south from High Street (near Nat West bank), it is not steep. Low Road is like a race track
Anything that can reduce speeding please
Decorative wooden boxes for flowers to drivers slow down to look at them
Definitely not speed humps
Do nothing. Natural chicanes limit speed to all but determined speeders who would ignore other methods anyway, we don't need any more ugly street furniture
Ensure adequate footpaths particularly on the routes children use to walk to school / school bus stop
Extend the speed limit down the Evesham Road to the crossroads
Extend the village speed limits to the edge of the village boundary
Farm Lane, Atch Lench has 60mph speed limit for a single track road - reduce to 30mph or even 20mph. Many near misses especially increased walkers, lockdown
Footpaths along Low Road and Evesham Road. The verges are wide enough to provide this or compulsory purchase of a few feet of the large front gardens. Maybe then more people would walk their children to school and help the parking problems outside the school, which happen twice a day at present
I feel very strongly about the speeding in the villages - 20mph please
If housing increases then measures must be put in place to slow down traffic along Evesham Road and Low Road, currently the speed limit is not adhered to

South Lenches Neighbourhood Plan Housing Survey

2021

Limit speed to 30mph throughout all 5 villages, no increase of speed between villages.
Localised 20mph - around school, church, village hall etc
Maximum speed 30mph within all the villages
Mend all the potholes
Mirrors to assist exiting from lane into other lanes at junctions and bends in the road
Mobile speed cameras. Nothing at all in Atch Lench sometimes in Harvington. Never been a camera in Church Lench or any other of the Lenches!
Monitoring
More buses
More pavements e.g. from Atch Lench corner cottage to Farm Lane, making it safer to walk
More police checks on speeding in rural areas (faint hope I know)
More speed checks by police with speed cameras
No more development needed; we have had enough
No one takes any notice of existing signs or double yellow lines, why waste more money on something else for them to ignore
Number plate recognition for speeding drivers with warning letters/fines levied as appropriate
Occasional cameras to catch the cars
Occasional speed camera vans to fine speeding vehicles
Perhaps more speed cameras/police presence. Roadside parking does slow the traffic
Prohibit parking at road junctions, to allow safe exit on to main street (i.e. the croft) when driving
Quiet lane designation for smaller roads, route signposting for amphitheatre/club/sports etc that directs via main Evesham Road not smaller villages
Raise back to 40mph where appropriate
Regular police patrols
Roads in the Lenches are becoming dangerous with the overgrown garden hedges. Perhaps the parish council could address this
Roads in the Lenches are narrow and bendy. Drivers should be aware and drive carefully
Signs that ask people to drive on their own side of the road
Sleeping policeman
Sleeping policemen
Sleeping policemen are very effective in slowing traffic
Something needs to be done to help people coming out of the croft. It can be quite dangerous because of parked vehicles

South Lenches Neighbourhood Plan Housing Survey

2021

Speed bumps
Speed bumps as on Evesham High Street - fairly long won't damage vehicles. Speed limiting flashing signs are a waste of money. As a cyclist on entering Church Lench I see most motorists ignore the flashing sign
Speed bumps in villages
Speed bumps or similar more police enforcement
Speed bumps, better and more obvious signage regarding speed limits
Speed bumps. Low road is a race track at peak times
Speed camera both ends of Church Lench
Speed cameras - anything else is window dressing, these idiots must be caught before someone is killed
Speed cameras (including Atch Lench village) / Volunteering to help watch traffic
Speed enforcement van
Speed humps the school down Atch Lench road into Atch Lench would be highly beneficial for the safety of all the school children walking home from school and or from the school bus
Speed limits appropriate to road - 30 miles an hour is not appropriate per a single track road
Speed traps should be tried
Speeding is too high in Church Lench. We need drastic measures to slow down cars as soon as possible
The police speeding people with West Mercian police and raise fines
The speed limit in Evesham Road, Church Lench should be extended to crossroads
Traffic calming such as sleeping policemen, greater police speed trap presence
Traffic enforcement camera on Low Road.
You could adopt the same policy as you have done in Farm Lane, Atch Lench. Never repair the road, leave 200 pot holes and that slows down vehicles to 5mph, cheaper than traffic calming, but let's hope none of us in Farm Lane ever need the emergency services